

CLASSIFICATION

COUNTRY Germany (Soviet Zone)REPORT NO.                     TOPIC Brandenburg-Briest Airfield

25X1A

EVALUATION See belowPLACE OBTAINED                     DATE OF CONTENT 25 February to 21 March 1951

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DATE OBTAINED                      DATE PREPARED 16 April 1951REFERENCES                      25X1APAGES 2 ENCLOSURES (NO. & TYPE) 1 - One sketch on dittoREMARKS                     

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1. Between 25 February and 11 March 1951, the following information was obtained                      at the Brandenburg-Briest (N 53/Z 13) airfield. Lieutenant Colonel Kakuhn, (fnu), previously commander of the airfield, was relieved by a colonel. (1) This colonel intensified security measures at the field, ordered new barriers erected, and declared the area of the field off limits for all Germans. The Germans employed at the field were only allowed to enter the former Landesanstalt, Goerden.

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2.                      the administrative headquarters of the airfield was located in Wittenberg (N 52/E 37). (2)

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3. It was observed that the flight control tower was 20 meters high and had a plexiglass top section. An observer equipped with field glasses was permanently posted there. During the entire period of observation, repair work was being done on a damaged and unused building 12 x 12 x 15 meters, located next to the flight control station. Two new temporary buildings, one about 7 x 20 x 30 meters and the other about 7 x 20 x 60 meters, were being built near the flight control station on the same site where the hangars were formerly located. The buildings were constructed open and without girders in front. Aircraft would probably be parked there. Two additional concrete taxiways about 30 meters wide were being constructed. The three large fuel dumps previously reported were constructed by the prisoners of the Brandenburg-Goerden prison in 1950.                      above said that holes 3 x 4 x 10 meters had to be excavated and that the fuel containers were covered with a layer of earth about 50 cm high.

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4. A new temporary building, about 6 meters long, was being erected on the eastern edge of the field just south of the runway. Improvements were being made on another temporary building on the eastern edge of the field which has not been previously occupied. Sections of huts arrived on the railroad spur tracks.

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5. Trucks were parked in three makeshift garages, each about 50 meters long, located south of the flight control station. A temporary building, about 60 meters long, was occupied to its capacity by Efl. Trucks [redacted] were observed entering and leaving the field. (3)

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6. On 28 February, 20 jet fighters were parked on the southeastern edge of the field. (4) The aircraft were being towed by a fast motor vehicle to the eastern end of the runway. It could not be determined whether the planes were being refueled. There was an interval of about 15 minutes between the initial towing of the planes and the starting of the turbine. The turbine was started by a two-stroke engine which sounded like a DKW engine. The auxiliary engine, running at a very high speed, set the turbine in motion within one minute whereupon the starter engine was stopped immediately. (5) Two formations each of eight planes, took off. A third formation of four planes followed. The aircraft flew about 30 minutes. White panels were laid both sides of the runway during flying activity.

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7. On 21 March, 12 MIG-15s and several single-engine low-wing mono-planes were parked on the field. (4) Motor vehicles [redacted] were seen entering and leaving the field.

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Comments.

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- (1) Lieutenant Colonel Kakuhn was previously reported to be the commander of the airfield. [redacted]
- (2) Probably the headquarters of the Air Technical Division (ATD) located in Wittenberg. 25X1A
- (3) The data supplement a sketch previously forwarded. [redacted] For sketch showing details, [redacted] of this report, 25X1X see Annex. The additional details cannot be judged for lack of comparable information.
- (4) The type and number of aircraft confirm the presence of a fighter regiment.
- (5) This information indicates that the turbine of the MIG-15 plane is started up by a two-stroke engine fitted inside the plane.

1 Annex. One sketch on ditto.

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